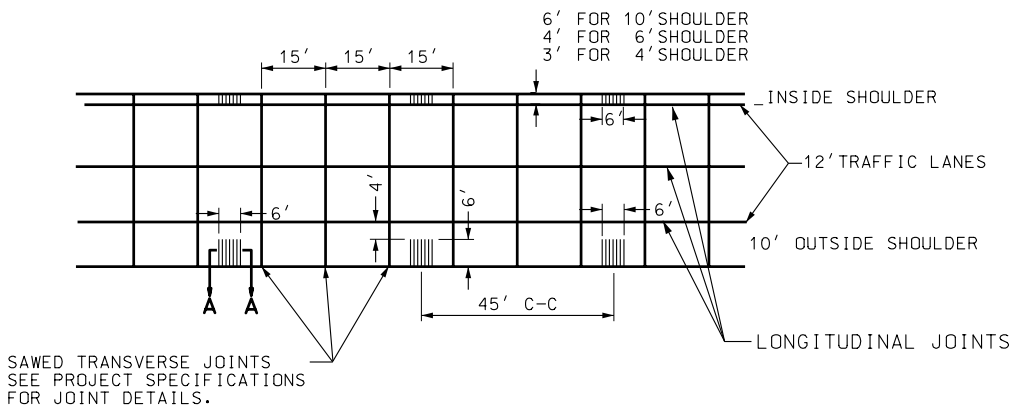
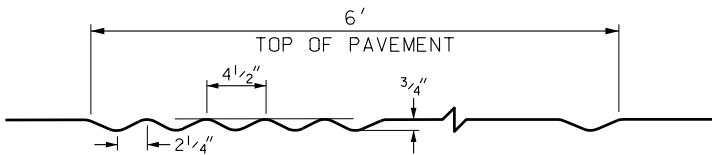


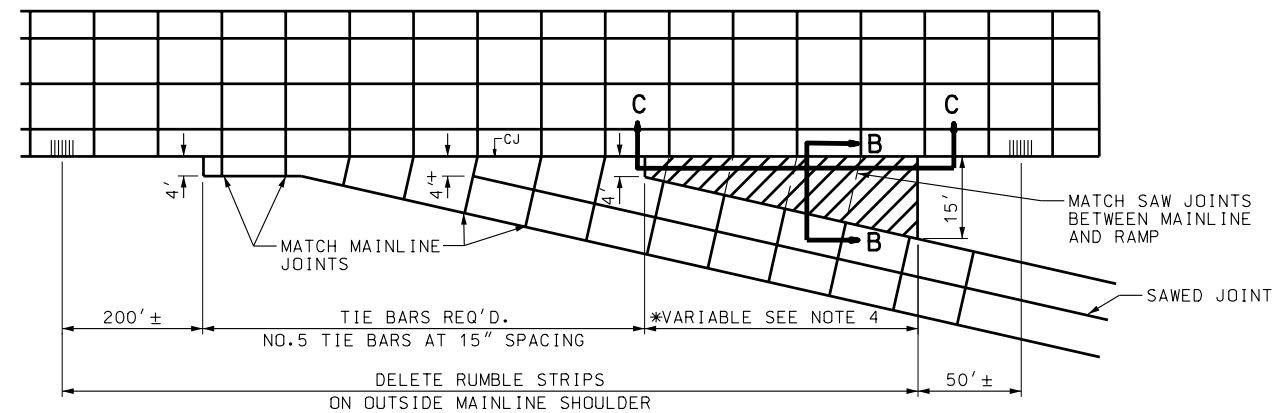
JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS



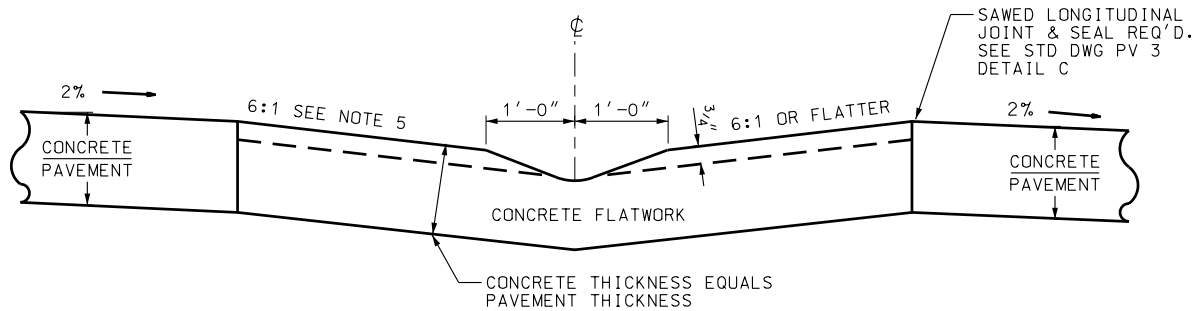
TYPICAL JOINT LOCATION AND RUMBLE STRIP DETAIL



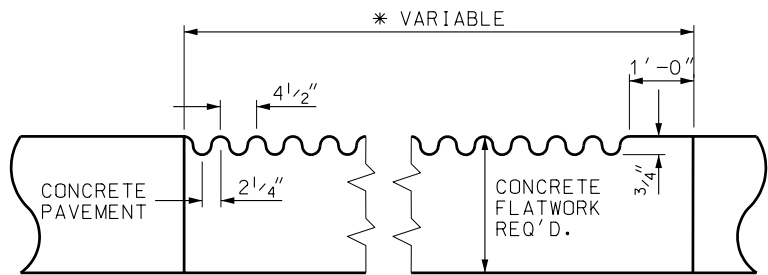
SECTION A-A
URBAN AND/OR RURAL



SHOULDER TRANSITION FOR RAMP
RAMP GORE PAVING DETAIL

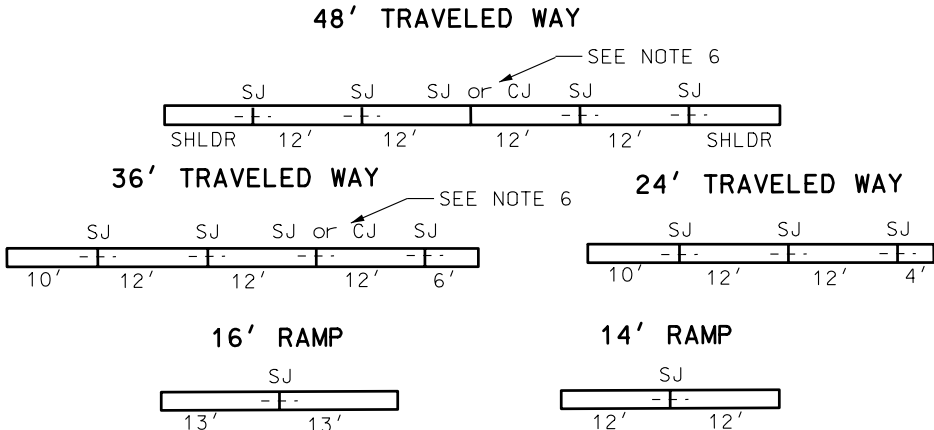


SECTION B-B



SECTION C-C

- NOTES:
- DO NOT PLACE RUMBLE STRIPS OVER STRUCTURES.
 - IN FORMING THE RUMBLE STRIP REMOVE EXCESS MATERIAL SUCH THAT THERE IS NO PROJECTION OF THE CONCRETE ABOVE THE FINISH GRADE OF THE PAVEMENT.
 - RUMBLE STRIPS NOT REQUIRED WHERE CONCRETE CURB & GUTTER IS PLACED.
 - ESTIMATED QUANTITIES FOR CONCRETE FLATWORK ARE CALCULATED ON TANGENT SECTION. IN ALL CASES LENGTH OF GORE PAVING WILL BE CARRIED AHEAD UNTIL THE DISTANCE BETWEEN PAVING IS 15'.
 - SLOPE MAY VARY TO MEET DESIGN CONDITIONS ON RAMP AND MAINLINE. GRADE TO DRAIN, ADJUST FOR FIELD CONDITIONS. CORRUGATIONS NORMAL TO MAINLINE.
 - CONTACT JOINT (CJ) TIE BARS REQUIRED AT ALL LOCATIONS WHERE CONCRETE IS TO BE EXTENDED. SEE STD DWG PV 3 AND PV 4 FOR JOINS DETAILS.



REQUIRED PAVING CONFIGURATIONS

CJ - CONTACT JOINT
SJ - SAW JOINT

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

RECOMMENDED FOR APPROVAL

DATE JAN.01.2005

DATE JAN.01.2005

DATE

DATE

JOINTS FOR HIGHWAYS WITH CONCRETE TRAFFIC LANES AND SHOULDERS

STANDARD DRAWING TITLE

STD DWG
PV 1